

Hongkong Telegraph

No. 3719

SATURDAY, APRIL 7, 1894.

THIRTY DOLLARS PER ANNUM.

BANKS.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP £251,093.15.0

BANKERS:
CAPITAL & COUNTRIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST:
ALLOWED ON CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [210]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,800,000
SUBSCRIBED £1,185,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 4th February, 1893. [20]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £100,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shing, Esq.
Chan Kit Shan, Esq. Kwan Hoi Chum, Esq.
H. Stollerfoht, Esq. Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland,
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 16th November, 1893. [7]

Hotels.

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

24]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,550 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES,
FROM NOVEMBER 1ST, 1893, TO MARCH 31ST, 1894.

One person, per day.....\$ 2.00
One person, per week.....12.00
One person, one month.....55.00
Married couple (occupying one room) per day.....5.00
Married couple (occupying one room) per week.....32.00
Married couple (occupying one room) per month.....95.00

For full particulars apply to

VICTORIA HOTEL,
Hongkong, 14th October, 1893. [25]

THOMAS' GRILL ROOMS.

(Corner of Queen's Road and Duddell Street.)

THE Underigned has always thought that such a place as this was the one thing needed to fill the gap between the HOTEL and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M., or later, if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per Menu or Order—the Parties sending Dishes, &c., for same—and Cash, Scale on application.

Monthly Board for One Person.....\$35.00
Tiffin.....15.00

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast.....\$0.50
Tiffin.....0.75
Dinner.....1.00

SPECIAL TIPPINGS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 2d May, 1893. [31]

THE STANDARD ENDOWMENT ASSURANCE.

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned:—

(a)—It secures an immediate Provision for wife and family or other relatives in event of early death.

(b)—It provides a Fund for Retirement.

(c)—It supplies an excellent Investment for the regular accumulation of small fixed sums of money.

(d)—The Surrender and loan values are larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments—he will be entitled to receive, on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospectus.

Full particulars on application,
DODWELL, CARLILL & Co.,
Agents,
STANDARD LIFE OFFICE.

Hongkong, 8th August, 1893. [747]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Underigned are prepared to accept FIRE AND MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 5th April, 1894. [435]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 24th November, 1893. [180]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } \$333,333.33
EQUAL TO
RESERVE FUND \$315,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1893. [97]

Intimations.

SHANGHAI RACES.

RETURN TICKETS, FIRST SALOON, for the above RACES can be obtained on and after this date by the Steamers of the undermentioned Lines, available for one month from date of issue.

FARE.....\$60.
H. H. JOSEPH,
Superintendent, P. & O. S. N. Co.
G. DE CHAMPEAUX,
Agent, M. M. Co.

Hongkong, 5th April, 1894. [437]

FOUND.

A VALUABLE BROOCH.

Apply to A. HAHN,
No. 1, Duddell Street.

Hongkong, 4th April, 1894. [432]

LOST.

At the Theatre Royal, City Hall, on the night of the 1st instant:—

A SILVER-BRAIDED WAISTCOAT.

The finder will oblige by returning them to "THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 29th March, 1894.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION.

HARTMANN'S GREY PAINT.

DAMLER'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th July, 1893. [795]

LANE, CRAWFORD & CO. NEW GOODS.

RAIN COATS AND UMBRELLAS.

CHAIR APRONS, RUBBER BOOTS.

REMINGTON TYPE-WRITERS.

FILTERS 1 GALLON TO 10 GALLONS.

COOKING RANGES, COOKING UTENSILS.

ASPINALL'S ENAMELS.

Hongkong, 7th April, 1894.

CENTRAL HOTEL, SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—"CENTRAL," SHANGHAI.

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.

736

KELLY & WALSH, LD.

BOOKS RELATING TO HORSES AND RIDING.

HAYES' RIDING ON THE FLAT AND ACROSS COUNTRY.

HAYES' VETERINARY NOTES FOR HORSE OWNERS.

HAYES' SOUNDNESS AND AGE OF HORSES.

HAYES' TRAINING & HORSE MANAGEMENT IN INDIA.

HAYES' ILLUSTRATED HORSE BREAKING.

THE HORSEWOMAN, by Mrs. HAYES.

RIDING FOR LADIES, by Mrs. O'DONOGHUE.

HINTS TO HORSEWOMEN, by Mrs. ALLIBUTT.

SCHOOL TRAINING FOR HORSES, by Anderson.

Modern Horsemanship, by Anderson.

Two Horse Management in Health and Disease, by G. Arncliffe.

Riding for Pupils, by "A Pupils."

Badminton Riding.

Badminton Driving.

BOOKS ON DOGS.

Stonehenge on "The Dog."

Hints to Horsewomen, by Mrs. Allibutt.

Our Dogs and Their Diseases.

KELLY & WALSH, LIMITED.

Hongkong, 31st March, 1894. [6]

W. BREWER.

HAS JUST RECEIVED.

MARION'S Photographic Dry Plates, Ordinary, Instantaneous and Rapid.

A splendid lot of Tennis Bats, Balls and Shoes.

Three Castle Cigarettes in tins.

Sweet Briar Cigarettes.

Pocket Knives.

Who's Who, 1894.

Custance—Riding Recollections & Tour Stories.

Gold, Sport and Coffee-planting in Mysore.

Delmar—Science of Money.

Varities Sinologues, by the Jesuit Fathers, 4 parts.

Savory's Domestic Medicine.

Serif's Stamp Album.

The International Stamp Album.

Stanley Gibbons' Stamp Album.

Large quantity of New Cheap Literature.

Mark Twain's Birthday Book.

Brown Russia Boots and Shoes.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 5th April, 1894. [40]

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremilla"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers, THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisine being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well-ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communication.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.

Hongkong, 17th November, 1892. [129]

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East,
68, Queen's Road Central.

Hongkong, 11th December, 1893. [41]

Intimations.

THE BALMORAL GOLD MINING COMPANY, LIMITED, IN LIQUIDATION.

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that unless such of the SHAREHOLDERS in the BALMORAL GOLD MINING COMPANY, LIMITED, as have omitted to send in applications for the Shares to which they are entitled in the NEW BALMORAL GOLD MINING COMPANY, LIMITED, under the Agreement dated the 29th January, 1894, and made between the first named Company of the first part, myself of the second part and the last named Company of the third part, as required by the notice given by me on the 13th February last, apply for the same, in the form prescribed by such notice, accompanied with a PAYMENT OF FIFTY CENTS per Share, on or before the 14th April instant, I shall WITHOUT FURTHER NOTICE proceed to SELL the said Shares so unapplied for as provided by the said Agreement.

Dated 6th April, 1894.

CARL GEORG,
Liquidator of the Balmoral Gold Mining Company, Limited.

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GOVERNMENT BILLS.

TENDERS for SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 10.30 A.M. on TUESDAY, the 10th April, 1894.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

WILLIAM L. BARR,
Chief Paymaster, China.

Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 5th April, 1894. [438]

THE PHARMACY.

FLETCHER & Co. Dispensing and Retail Chemists, Perfumers, Druggists Sundries-men and Patent Medicine Vendors.

per dozen.

KEPLER'S MALT.....\$14.00

KEPLER'S MALT AND OIL.....\$14.00

SCOTT'S EMULSION.....\$12.00

SCOTT'S EMULSION.....\$12.00

TOILET ACCESSORIES:—
Perfume Bottles, Cut Crystal, Combs, Brushes, Sponges, Sponge Bags, Fish Gloves and Belts.

Perfumes:—Flaud, Atkinson, Colgate, Rick-socker and Brown Perfumery Co.

Hongkong, 23rd September, 1893. [28]

THE SINGER MANUFACTURING COMPANY.

OBTAINED 54 HIGHEST PRIZES at the CHICAGO WORLD'S FAIR.

Just landed an Invoice of Assorted SEWING and LEATHER-NEEDLES, SHUTTLES and Finest MACHINE OIL.

H. E. BOTTLEWALLA & Co.,
Sole Agents,
2, D'Aguilar Street.

Hongkong, 25th January, 1894. [54]

NOTICE.

THE HONGKONG HOTEL ROTISSERIE has been RE-OPENED under new and experienced management.

The STRICTEST ATTENTION paid to the CUISINE.

A STAFF of thoroughly trained and specially selected servants has been engaged and is under the immediate supervision of the Manager.

Hongkong, 6th April, 1894. [198]

BOARD AND RESIDENCE.

No. 1, VICTORIA VIEW, KOWLOON.

MRS. SMITH and Mrs. LEWIS have taken the above admirably situated Establishment from April 1st, where VISITORS will find every Accommodation at moderate rates.

Hongkong, 2nd April, 1894. [420]

PRIVATE BOARD AND RESIDENCE.

12, GLENEALY BUILDINGS.

Mrs. GILLANDERS.

Hongkong, 22nd November, 1893. [34]

J. W. KEW & CO'S STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of SHIPOWNERS, AGENTS and CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No Impeding the loading or discharging of Cargo.

Call for "W." Commercial Code.

J. W. KEW & Co.,
c/o Cantonment & Co., Ltd.

Hongkong, 9th March, 1894. [584]

Notices of Firms.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

DURING my temporary absence from the Colony Mr. H. P. WADMAN will Act as SECRETARY.

By Order of the Board,
W. H. RAY,
Secretary.

Hongkong, 3rd April, 1894. [475]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

going down the hill Mr. Taylor commenced to drive the lengthy gun, and at the entrance to the straight he had got within a couple of lengths of the leaders, Elsthorpe having dropped away from the race home Exchange was the first to crack up, and Dunsit, gamely answering his jockey's calls, collapsed silver King fifty yards from the chair and, going on, won easily by a length; Exchange was a bad third, and the others nowhere. Time, 2 min. 40 sec.

LAMPS' NOMINATION. RACE, three prizes presented by the Polo Club, to saddle horses on the course at the winning post, mount, while round a post about 250 yards distant; return diamond, and receive a cigar and a box of matches from a lady, light the cigar, mount, and ride over the same course again. First past the winning post, with cigar alight, and lights light, to win. Entrance, \$1.

Mr. Blank's g. Exile, nom. by Mrs. Master.
Mr. Salop's g. Cloister, nom. by G. C. C. Master.
Mr. Colchick's d. Barjo, nom. by Miss Jackson.
Mr. F. May's g. Sweet William, nom. by Mrs. May.
Mr. J. G. Forbes' Boanerges, nom. by Miss Murray.
Mr. Landale's g. Endeavour, nom. by Mrs. Hawkins.
Mr. Geddes's g. Picher, nom. by Miss B. Hancock.
Mr. Strick's g. Mac, nom. by Mrs. Eytton.

Barjo got a long way the best of the start and went the first part of the journey many lengths in front. Owing to there being apparently something wrong with his cigar or the matches, or the pony's girths, his rider lost time before getting under way for the final gallop. Meanwhile Mr. Master, who can ride a bit and dismounted with the use of stirrups, had obtained a clear lead and won just as he liked. Major Lyle, on a fearfully and wonderfully made old scrw, was second, and Mr. Cruickshank, who rode pluckily to the end, a good third.

CHAMPIONS' CUP, presented by D. R. Sassoon, Esq.—1½ miles; for all China ponies; weight for-inches-as-per-scale. Previous non-starters at this meeting 7th. extra. Second to receive \$10. Third to save stake. Entrance, \$3.

Mr. Taylor's g. Thunderbolt, 1st. 13th.
Mr. Cruickshank's g. Havoc, 1st. 4th.
Mr. Carruthers' w. Nero, 1st. 11th.
Mr. Cruickshank's br. Gungadeen, 1st. 10th.
Mr. R. Fraser-Smith's d. Duart, 1st. 11th.
Mr. J. D. Humphreys' g. Swift, 1st. 10th.
Mr. Hart Buck.
Mr. David's g. Silver King, 1st. 11th.

Havoc was most fancied, but Thunderbolt, Duart, Silver King and Nero were also strongly supported. The flag was dropped to a capital start and Gungadeen made running from Silver King and Havoc, with Nero third, and the others in close order. After passing the Grand Stand the crowd subscription was passed by Silver King and Nero, Havoc lying third, very close up with Thunderbolt hardy and holding a good place next the rails. After passing the Bowington Bridge Havoc rushed to the front and was followed up the hill by Silver King and Thunderbolt, with Swift and Nero in pursuit. Making the descent to the village Thunderbolt parted company with Silver King and at the quarter-mile post challenged for the lead, the rest of the field closing up rapidly as they freed for home. Havoc cut in inside the distance, and Thunderbolt, most judiciously ridden by Mr. Taylor, running true to the end, won somewhat easily at the finish by rather more than a length, with Nero a fair third, and the rest of the field close together. Times 24, 68, 1.42, 2.17, and 2.49.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

PREVENTION OF SMOUGLING AND CRIME.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR—I have read with considerable interest the article in your paper of the 2nd inst. about those two "Chinese gold-men" arriving from Canton and having in their possession a box of opium and other illicit arms. You seem to think that the people of Hongkong ought to rely as much on the Chinese Customs as on their own Police to prevent this sort of thing. One might expect it certainly, considering how much the Hongkong Government does for the Chinese in the shape of anti-smuggling regulations, etc.; but "things are seldom what they seem," and that is what I wish to explain to your readers.

Though so much has been talked and written of it, the efficiency and management of the Chinese Maritime Customs is a myth, a scare, a delusion. It might have been some good years ago that the good little, the so-called Indio Staff, are occupied by the incapable friends, and "friends-of-friends," of the powers that be. Unfit for any brain work, they are thrust into these sinecure positions, which an average schoolboy of 14 is capable of filling.

These people, who work five hours a day and in that time write their private letters, who gamble and get drunk like gentlemen, who chafe to go and favor the princely European firms and who become members of the club, and who, as import agents for use against the government that pays them—these people have summer-houses kept for them on the hills, houseboats for Sunday picnics, they get two years' leave on full pay every seven years, they are pampered and paid large salaries, besides grabbing other perquisites; while the members of the Out-door Staff, who do the real work, are paid mere pittance and treated like dogs. They work from 5 a.m. to 6 p.m., 12 hours a day, and longer—a scandal in itself. They commence with a pay of \$60 per month, and after twenty years' service may possibly get \$120. The highest position they can aspire to is Acting Examiner; they then do the work of a full Examiner, but don't get the full pay. Probably most of your readers don't know what an Examiner has to do; well, let them take a trip to Canton and pay a visit to the Examination Shed at about noon any day. They will be driven to wonder, just as I was, how people can do mental work for 12 hours a day in that noisy, dusty, awful place; and the quantity of stuff they have to be able to valuate accurately and promptly is almost incredible. And for all that, \$120 a month, say about £13! They get no houseboat, no Sanatorium, etc., but when they are sick for three months they are discharged. They are entitled to a year's leave on half-pay every ten years, but cannot afford to take it because of their small pay. The Customs authorities make no allowance in the matter of salaries on account of the fall of exchange, although every respectable firm in China and India has done so. "If they don't like they may leave," is the rule of the service, and in these few words lies the whole secret that keeps the concern going. For men simply

cannot leave; they know the work of a Customs officer, but there is no market for Customs officers. A shoe-maker who does not like his employer goes to another shoe-making shop and a new master; but a Customs officer cannot change in the same free manner, as there is no other employer at hand. They dare not ask for anything, much less grumble or strike, because they may at any time be discharged, and that means starvation to themselves and their families. New men, deluded by the belief that it is a great chance, are always ready to snap up any vacancy in the Customs. People talk about "sweating-systems" at home, but this is slavery and is not even "at home."

And now, too, as you have reported, the foreign Tidewaiters are gradually being replaced by Chinese. What sort of supervision can you expect from Chinese coolies and half-starved Europeans? None at all or only of a very bad sort. Then is it any wonder that the customs are so bad, and anything else can be constantly smuggled? Then there are our own Hongkong Police. They have been asking for an increase of pay and we ourselves have refused it through our members of the Legislative Council. They are almost as badly off as the Customs people, although they have a pension to look forward to. They ought to be paid better, since our safety depends on it. The ratelayers will not mind the expenditure being increased in that direction, especially if corresponding increases are made where needed. We would rather pay more than have our houses blown up with bombs and our streets made dangerous by the scum of Kwang-tung. Let those who want arguments refer to the "Economy of high wages," which appeared lately in the *Contemporary Review*.

Yours truly,

ANTIANARCHIST.

Hongkong, 7th April, 1894.

OUR DEFICIENT WATER SUPPLY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Relative to your very interesting article in last night's *Telegraph* which will, I take it, cause a slight explosion in the camp of the Philistines, allow me to refresh the memory of your readers on the subject of questions put to the late Mr. J. M. Price in the Legislative Council on the 7th May, 1888, bearing on the Tiam water supply, leaving them to form their own conclusions as to the wisdom or otherwise of the policy of the Government at that time, viewed in the light of recent events to which you have referred. Here, then, is a copy of the official verbatim report of what was said on the subject as far back as 1888:

TAM TAT WATER SUPPLY.

Mr. A. P. MacEwen, pursuant to notice, asked—Presuming that the water will be supplied to the town by next November, is there to be a new distribution for fire-extinguishing purposes, and, if so, by what date will it be completed? Is such distribution included in the present estimated cost of the Tiam Water Works? If not, what will the extra cost amount to?

The Surveyor-General—On account of the great cost there will not be two sets of mains, one for fire extinction and the other for general use. For the present it is intended to utilize one set of mains for both purposes. Some ten years hence when the population shall have largely increased and the correspondingly increased demand on the general mains shall have tended to decrease pressure, it will no doubt be found necessary to lay separate mains for fire extinction.

Sir William Des Voeux—I think you had better alter the first sentence to "on account of the great cost no provision has been made," instead of saying that provision "will be made," because the latter makes me responsible for it, and I have nothing to do with it.

Apparently what Mr. Price originally said was "Provision will be made for a separate fire service," the report is palpably and clumsily "cooked."

Thanking you in anticipation for the favour of space for this note.

Yours faithfully,

OLD RESIDENT.

Hongkong, 7th April, 1894.

CANTON.

(FROM ANOTHER CORRESPONDENT.)

Canton, April 4th.

The local wisacres have put their heads together, and the *fat* has gone forth that there are more than twice as many four-legged animals in (hence as there are two-legged ones, the former (i.e. the canines) shall be subjected to a poll-tax of \$5 per head, as against \$2 for the bipeds. This will probably lead to a rise in the price of bricks and a proportionate fall in the dog-meat market; for not many men value their dogs so much more than themselves as \$5 to \$2. It is stated that the proceeds of the new tax are to be devoted to founding a Pasteur Institute.

We can't help carrying our minds back to the good old days when we had to "shell-out" ten bob for a dog and another ten for a gun—thoroughly typical British squeezes, which we all admire patriotically when we don't have to pay them! When called to these uttermost ends of the earth, our consolation has been that we had escaped ten thousand miles from these petty extortionate survivals of feudal tyranny; but here they are down on us again as of yore.

It is urged that dogs are liable to be a nuisance, and so must be kept under restrictions. That is all right, if only the same principle were applied justly and impartially to other nuisances. I know what you will say—that I want to "compound for sins I have a mind to by damning those I'm not inclined to!" but never mind, fair is fair, and all should be treated equally. Take the steam whistle nuisance; if a tax was put on every whistle, nobody would object; and if they could also be fitted up like gas-meters, to register the exact amount of usage and pay in proportion, everybody (almost) would simply dance for joy. Here in Canton, from a variety of causes, the steam whistle plague is worse than in any other part of the whole world. When China made her foreign treaties, why on earth did she not insert a clause providing the penalty of *ling-chi* for such outrages? In Hongkong, according to occasional reports in your papers, the authorities seem to punish promptly on any over-exuberant whistle-blower, and hang, draw, and quarter the miscreant if he cannot find a good excuse; and the result is that you very seldom have a shrill air-piercing shriek prolonged more than half an hour at a stretch. Here, however, almost every skipper, white, yellow, or variegated, seems to imagine himself the Angel Gabriel blowing the last trump on a 40-horse-power high C—but unfortunately it never is the last!

We often wish it was. They come close up to the land, almost under our windows, and then (as it seems) the whistle opens and goes on, leaving it in full swing till they come back—then they should be fog-bound, perhaps! We must indeed be a long-suffering and optimistic community, for we never kill them; we just let them live, in hope of reformation. Were we more ordinary mortals we should long ago have risen in our wrath and torn them limb from limb, and danced a war-dance over their mangled remains, and then kicked them into the muddy creek to suffocate to death.

Our Church is at present undergoing repair, and services are being held in the Mission Hall, which alterations are completed. It is expected that at least three more souls will be added, bringing the total up to a round dozen.

of regular attenders, of whom half are mission-aries, out of a population of about 500, more or less. A rumor was circulated the other day that the sacred edifice was to be taken down, as there was no further use for it; or else to be turned into a hotel. Here is a good idea—why not make this the proposed Pasture Institute, and thereby save money?

CHEAP SILVER OR THE GOLD MONOPOLY.

The ideas in the article under the above heading which appeared in the *Hongkong Telegraph* of February 17th were penned several months previously, at the time that a gold standard had just been decided upon for India, and were intended for publication but rejected on the ground that bi-metallicism without a permanently fixed ratio was an impossibility and multi-metallicism a delusion. I, of course, could not see why ideas on the subject might not be given publicity, to even if not sound; the more so as I believe there to be based on the firmest of foundations, viz. Natural Law.

I will now merely add that many of the results then predicted have in the past few months been proved to be correct and others are already throwing their advancing shadows before them and will themselves soon be on us.

The Manchester ship-canal has recently been opened and will enable Manchester goods to be laid down in foreign markets at a considerably lower cost than before (as was the intention, and motive-power, of the promoters and supporters of the canal enterprise) but the Indian and British Governments have now decided to take the fruits of their toll and outlay by striking a blow at silver which it will not readily recover from, and have thus ruined the prospects of an industrious livelihood for some millions of our nationals whose living depends upon the cotton spinning and weaving trade, the principal markets for which are the East.

Manchester is the first to feel that fatal blow; the coal mining centres of the north and west of England will feel it next by the increased output of coal in the East driving English coal from eastern markets (and this will not long be coming about); then Birmingham will feel the pinch by the production of hardware in the cheap wage and cheap silver countries (this will take some five or six years to come about at the establishment of plant and training of skilled labour will take time) though she may have a momentary prosperous time in supplying the machinery which is to bring about her own ruin.

The above catastrophes to British capital, labour and prestige will only be worsened off by the adoption of bi-metallicism on a sound basis, namely an elastic ratio fixed by the natural law of supply and demand. The cotton mills already erected in India and those which will be erected in that country and elsewhere before the currency question is put on a sound basis will not come down again, but remain as permanent competitors for the supply of cotton yarn and piece goods in eastern markets; but the present rapid development of such undertakings will be checked when the industrial populations of gold standard countries receive fair play by doing away with the pernicious gold monopoly.

No right-thinking person will grudge Japan or any other country (or rather their people) their progress in peaceful industries, but any patriotic Englishman may well regret the progress which is rapidly making the life of British industries (with the suffering that ruin means to millions of Englishmen, women and children) which are being handicapped by the bungling with the silver question, and the monopoly given to gold. All that is wanted is fair play and free competition, and if the British industries cannot then hold their own, no bolstering will enable them to do so and the British Empire is doomed. I for one believe that they can with fair play hold their own and that the most fatal blow they have received (and the trade of the world at large has received) is the law passed within the last few years, giving gold a monopoly of use as currency and the equally unjust *Silbermark* Act giving (or rather trying to give) it a veritable value; both courses, and all on such lines, are opposed to Natural Law and must prove disastrous.

It having been on more than one occasion advanced by those whose opinion carries weight with me "that contracts could not be entered upon on a silver basis owing to the uncertainty in its relative value to gold and therefore bi-metallicism was a permanent fixed ratio," think it well to add that should an international agreement be arrived at for the introduction of bi-metallicism on the basis of a fixed ratio suggested on an elastic ratio, the violent fluctuations in the ratio between gold and silver will cease, for they have only occurred during the last few years and are undoubtedly due to unsound legislation and not to violent fluctuations in natural supply and demand of silver; and it might easily be arranged for permanent loans or loans for lengthy periods, such as those raised by governments, municipalities and debenture holders to be contracted on a gold basis, leaving the time contracts and general business to be undertaken on a bi-metallic or a silver basis, without injustice or giving ground for fear of serious loss through fluctuations in the exchange ratio of gold and silver.

A. W. BEST.

[These notes ought to have appeared weeks ago, but were unfortunately mislaid—Ed., *Hongkong Telegraph*.]

SECRET SOCIETIES IN NORTH CHINA.

Shanghai, 27th March, 1894.

It is now some time since you have had any news from me, and the fact is that I have been so busy with the study of the bad times prevailing in North China.

It is, however, certain that we are on the verge of something new. The Chinese Imperial Government at Peking and the Provincial Governments of the two great Viceroy, Li Hung-chang at Tientsin, and Lu K'un-I at Nanking, are very busy trying to forestall the alleged Head-Centre of the Chinese Feilans, or Nin-Fu, as the Chinese now describe this powerful secret organization. Imperial Commissioners and Viceregal Delegates are being hurriedly dispatched under secret orders to all parts of the Empire, more especially to Shanghai, where it appears that a very-much-feared individual designated by the secret fraternity as *Ta Tao* (i.e. Big Sword), is busy making arrangements for the landing and distribution of over half a million breech-loading rifles, and many millions of cartridges. Consequently the neighbourhood of Messrs. Weeks & Co.'s premises at the Corner of the Tientsin, Ningpo, and Taikang roads has been quite lively of late by the presence of numerous mandarins, wearing red, blue, or crystal buttons, and riding in green cloth chairs, or well-appointed carriages, at all hours of the day and night for the past ten days or more. It also appears that the scholarly cranks, Charles Welch Mason, is back in China, and has recently been taking a survey of the new Chinese forts on the Yangtze, before proceeding to further active business in the way of occupying the said forts, in the name of the great secret organization which he is supposed to represent at Chinkiang, and elsewhere! There is also going to be a busy time for people who have got enough to go in for the supply of arms and ammunition to the rebels.

tants during the coming strife. No milk-and-water men will do; real vikings are the boys to make this old mare go, boys who feel as much at home afloat as they do ashore, as long as they can shoulder a first-class shooting iron and carry plenty of ammunition, and know how to use the same excellent weapons in a satisfactory manner. I overheard one of the "knowing ones" say that he would just make things half a bit, if he was given "another chance for Tal-pingdom come."

The vikings whose swords are always sharp, and whose consciences are always clear, are pretty sure to succeed in carving themselves out a good sized kingdom from this ancient and vast Empire. I am assured that the Empress-Dowager will never celebrate her sixtieth birthday in peace, despite the fact that thousands of honour-and-glory-hunters are now busy all over the Empire collecting shakels from every possible source and board in the realm. Of course the young Emperor may, if he chooses, buy up the principal actors in the rebel service by giving them a good round sum of money and good appointments as envoys to some foreign court. The Emperor is, however, said to be very parsimonious in the matter of giving appointments and other rewards to the faithful servants of his predecessors, hence the great amount of discontent manifesting itself everywhere.

W. MISNY.

CONCESSION-FLOATING IN SIAM.

Several of the concessions lately obtained by residents are now being put on the local market for experimental work. The average capital is about \$100,000—1,000. Only one or two of the concessionaires are apparently able to dispense with this very risky speculation—but then they are people who did all the preliminary work on their own account, before they applied to the Government, and they not only know what they have got, but can give proofs. The curse of concession-granting hitherto has been the blind system of giving a man a monopoly and then leaving him to find what it is worth, and so set the evil in to some extent still existing. No trustworthy man asks blindly for a concession of land which he knows nothing about, trusting to its inaccessibility, or its contiguity to a known mining district, to make the gift worth the trouble of asking for. It is generally the other way—a man discovers auriferous, or stanniferous, or whatever sort of land he is looking for, and then he asks for it on rent; he doesn't say—"Give me a square mile about 16 N., and I'll see if there's anything in it, if I can raise the capital to do it."

The Mining Department of to-day is a vast improvement on the old system, but either its directors are not so wise as they look, or he lacks learning wisdom. Supposing Siam to be really rich in mineral wealth—which isn't certain, since there is not one concern of the sort in the kingdom (with which Europeans are connected, at any rate) which has paid the most infinitesimal interest yet—the best way to develop it is by giving concessions to men with both knowledge and backing; not concession-mongers and men of straw, who only damage the reputation of the country.

If the mineral wealth of Siam has been over-estimated, it can be shown by reliable experience that it is not only a waste of money, but a waste of planning—the agricultural possibilities, to be exploited—let people have a try at coffee, and tobacco, and so on, on equally easy terms. Mining has as far had a fair chance, and agriculture hasn't.—*Sam Observer*.

THE GERMAN'S TAILINGS.

"The machine works well enough," said Jack to his mate; "but it can't make the gold, if the gold's not there. However, we may drop across it, like the others, if we keep pegging on."

"We might," granted his mate.

This was after four days of hard and fruitless toil with a patent dry-blower.

The two mates were known at Hannan's to be real chickens. The sun blazed down and scamed their unwashed hides with ugly cracks, but they persevered undauntedly till they were down to the damper and gall of water a ratio as low as one to ten.

The gold had no run. That was patent. The party above them were all right; they just were on it. The German "batter" below them was also evidently in luck; for he could be seen transferring specks from his dish to his "hammy."

"I wonder what Bismarck would take for his tailings?" said Jack, one evening; "he can't be saving all his gold with only dishes."

"Not half of it. Take my word, Dutchy's got a real good thing. Have you twigged the shanty at his belt? It was light enough when he came here last night, and now look at it. Notice, too, how the beggar shepherds his claim. As though he was scared that we'd jump it."

That was true enough. The German slept on his claim, and seldom left it for longer than a minute. His behaviour was a patent defamation of his neighbours' characters, and earned him their hearty dislike, which found occasional voice. But Bismarck was a gentle-spoken, peace-loving man, and conciliated the mates so self-deprecatingly that their words were never actually translated into actions.

"Yah! ough you want, you can hef mein dalkins. You can haf dem vor yoozt dree ounces. Ach! dere was a man voot yoozt gilm vooz ounces; putt no madders. You been voozt alongside me, foot napers, and you can haf dem vor yoozt dree."

The gold was weighed out, and changed hands one Sunday evening.

That night was a bright, moonny one. "My leg was yoozt right in I can maig twenty miller dyt light," said a solitary swagman, as he struck along the Coolidge road.

After a while, the swagman set down on his bundle for a spell and a smoke. Then he took a well-filled chamol-leather bag from his belt, and recklessly emptied its contents on the ground.

"Yah! I dinks you vhas hardly voozt dree ounces!" he laughed softly. "I suppose day'll yoozt my glain!" And he laughed loudly.

On the Wednesday, two men went into Hannan's and took the first bid that offered for a patent dry-blower. They appeared to have lost confidence in it.

"TODS. A. BEATTIE in Sydney Bulletin."

NEWS AND GOSSIP.

It takes a Spanish express train a day to travel 100 miles.

The Baroness Burdet-Conte will be eighty years old on April 20th.

Professor Edward Penny, the distinguished French chemist, is dead.

Sweden will spend \$4,000,000 extra for five years in building new war-ships.

It has been definitely settled that England is to buy the trunk line telephones.

Smoking is permitted in the prisons in Belgium only as a reward for good behaviour.

There has been a recurrence of cholera at Warsaw, and many deaths have resulted.

Mr. Astor's London newspaper is reported to have resulted in a loss of \$200,000 last year.

The fog in London, one day recently, brought into the pockets of one gas company \$300,000.

Rumors of a change in the Italian form of Government to a republic are rife about Rome. It is proposed to erect a new building for the Chamber of Deputies in Paris to cost 4,500,000. French exports last year amounted to 3,295,000,000, which is lower than any year since 1881.

A railroad to Jerusalem and an elevator to lift pilgrims to the top of Mount Calvary are peculiar signs of the times.

The city of London is in debt to the extent of \$150,000,000. The revenue of the city for the last year was but \$30,000,000.

The stamp-collecting fad is on the increase. Last year two London societies disposed of about 4,500,000 worth of stamps.

The property insured last year in London by the fire insurance companies and underwriters at Lloyd's amounted to over \$800,000,000.

French imports in 1893 amounted in value to 3,936,000,000. It was the 6th time in ten years that they had fallen below 4,000,000,000.

The suffering among the London poor last winter was not so great as was expected. It was about an average winter for the unemployed.

Travellers to the Riviera should be warned that near Ventimiglia, on the Italian-French frontier, a serious outbreak of typhoid fever has occurred.

Germany's inquiry into the silver question in its broad phases, which is about to be entered into, may possibly change the attitude of that country on this issue.

In Berlin a new company has built a lot of cabs on an improved pattern and fitted them with automatic fare-receivers, so that the driver does not handle any money at all.

Plans have been approved in London for a great Ferris wheel after the Chicago pattern. It is to cost \$350,000 and will be known as the "Gigantic Wheel and Recreation Tower."

Men do not give up their seats to women in the public conveyances in London and Paris. They might be so polite if called upon, but the laws of both cities forbid crowding of passengers in excess of seating-room.

Baron von Nordenskiöld, the Swedish explorer, is preparing to go on an expedition partly for the rescue of the Swede, Björling, and partly to make explorations in unknown waters of Greenland.

Annie Joseph Adolphe Sax died of pneumonia at Paris, in absolute poverty. He introduced the saxophone in Paris in 1845. In 1857 he was made professor in the Conservatory. He received the decoration of the Legion of Honor in 1859.

The tenth census of Great Britain, taken April 6th, 1891, the details of which have just been published, shows that in the ten years from 1881 the population increased 3,088,886, which is a slower rate of progress than during any decennial period in the century.

A new kind of fuel made from solidified petroleum and other material is now being extensively manufactured in France. It is stated that its heat-producing properties are very great, and that experiments to use it in engine furnaces have been of a most satisfactory nature.

London's Thirteen Club at a recent dinner had thirteen dishes on the menu, each cellars were emptied about the tablecloth with studied carelessness, the Chairman broke a large mirror and each guest a small one, and, to cap the climax, only cross-eyed waiters were employed.

Vice Admiral Lefevre, French Minister of Marine, estimates that by about 1905 the type of ironclad now being constructed by the nations of the world will have reached its apogee, naval armaments along present lines will be completed, and the nations will have aimed, for the sea, up to the limit.

Mercantile rivalry between Liverpool and Manchester, occasioned by the opening of the Ship Canal, is occupying in both cities a large share of public attention. An important movement is being made by public bodies in Liverpool to counteract the influence of the Ship Canal on the trade of that port.

How to gain Flah and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidly with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous.

As a remedy for *Consumption and Throat Affections* and *Bronchitis* it is unequalled by any other preparation in the world. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

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The Undersigned have been instructed by

W. M. B. ARTHUR, Esq.,

to Sell by

PUBLIC AUCTION,

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ON

FRIDAY next, April 13th, 1894,

commencing at 2.45 P.M.

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See Future Advertisements.

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Hongkong, 7th April, 1894.

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E

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—90 per cent., prem. sellers.
 The National Bank of China, Ltd.—on £8.00 paid up—\$25½, sellers.
 The National Bank of China, Ltd.—Founders' shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—nominal.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, nominal.
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$130 per share, sales and sellers.
 China Traders' Insurance Company—\$62 per share, sellers.
 North China Insurance—Tls. 185 per share, sellers.
 Canton Insurance Company, Limited—\$132 per share, sales and sellers.
 Yangtze Insurance Association—\$70, sales and buyers.
 On Tai Insurance Company, Limited—Tls. 15 per share.
 Hongkong Fire Insurance Company—\$185 per share, sellers.
 China Fire Insurance Company—\$79 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$26½ per share, sales and sellers.
 China and Manila Steam Ship Company—\$34½ ex div., sellers.
 Indo-China Steam Navigation Company, Limited—40 per cent. discount, sellers.
 Douglas Steamship Company—\$49, sales and buyers.
 Hongkong and Whampoa Dock Company—\$4 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$31 per share, sales and buyers.
 Hongkong Hotel Company—\$12 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures \$501.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamen Hotel Co., Limited—\$4 per share, sellers.
 Punjion Mining Co.—\$7½ per share, sellers.
 The Raub Gold Mining Co., Limited—\$4.90 per share, buyers.
 The Balmoral Gold Mining Co., Limited—\$1.40 per share, sales and buyers.
 Société Française des Charbonnages du Tonkin—\$60 per share, sellers.
 The Telebu Mining and Trading Co., Limited—\$6, sellers.
 London and Pacific Petroleum Co., Ltd.—nfr.
 China Sugar Refining Company, Limited—\$1.60 per share, ex div., sellers.
 Luau Sugar Refining Company, Limited—\$40 sales and buyers.
 A. S. Watson & Co., Limited—\$9½, sales and buyers.
 Dakin, Cruickshank & Co., Limited—\$1½ per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, sales and buyers.
 The Hongkong Land Investment Co., Limited—\$52, sales and buyers.
 The West Point Buildings Co., Limited—\$18 per share, buyers.
 H. G. Brown & Co., Limited—\$8 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$36 per share, sales and sellers.
 Hongkong Rope Manufacturing Company, Limited—\$92 per share, ex div., buyers.
 Hongkong Gas Company—\$120 per share, buyers.
 Hongkong Ice Company—\$80 per share, sales and sellers.
 Hongkong and China Bakery Company, Limited—\$40 per share, sales and sellers.
 The Hongkong Brick and Cement Co., Limited—\$5½ per share, buyers.
 The Green Island Cement Co.—\$8½, buyers.
 The Hongkong Electric Light Co., Limited—\$4½, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$2½ per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$57½, sales and sellers.

ON LONDON—Bank, T. T. 2/0
 Bank Bills, on demand 2/0
 Bank Bills, at 4 months' sight 2/0
 Credits at 4 months' sight 2/0
 Documentary Bills, at 4 months' sight 2/1
ON PARIS—
 Bank Bills, on demand 2/53
 Credits, at 4 months' sight 2/61
ON INDIA—
 T. T. 178
 On Demand 178½
ON SHANGHAI—
 Bank, T. T. 72½
 Private, 30 days' sight 73

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 Mr. J. de Rego Barros. Mr. and Mrs. Marten.
 Rev. S. A. Bayley. Mr. C. H. Starkey.
 Mr. Beauchamp. Hon. W. E. Maxwell.
 Mrs. Beauchamp. Mr. J. F. Mossop.
 Mr. R. Bouché. Mr. and Mrs. W. McQuade.
 Mr. J. Bruc. Mr. and Mrs. W. McQuade, maid.
 Mr. G. Buchanan. Mr. and Mrs. C. H. Starkey.
 Captain W. Caldwell. Mr. and Mrs. C. H. Starkey.
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 Mr. G. Fenwick. Mrs. von der Pfordten and two children.
 Mr. W. H. Fisher. Mrs. Phillips.
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 Mr. J. Kirkwood. Mr. R. Widmer.
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Mr. and Mrs. G. Grimble. Mr. J. Chaudet.
 Capt. and Mrs. Hunt. Mr. J. M. Murray.
 Mr. MacLean. Mr. A. Findlay-Smith.
 Mr. Medhurst. Mr. Stokes.
 Capt. and Mrs. Moore. Capt. and Mrs. Weiman.

MAILS EXPECTED.

THE GERMAN MAIL.
 The Norddeutscher Lloyd's steamer *Sachsen*, with the outward German mail, left Singapore on the 5th instant, and may be expected here on the 10th.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Surat*, with the outward English mail, left Singapore at 5 p.m. on the 2nd instant, and may be expected here on the 8th.

THE AMERICAN MAIL.
 The O. & O. S. S. Co.'s steamer *Gallic*, with mails, &c., from San Francisco, left Yokohama on the 7th instant, and may be expected here on the 12th.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama on the 29th ultimo.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of India*, with the Canadian mail, left Vancouver on the 3rd instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

STEAMERS EXPECTED.
 The D. D. R. steamer *Oceana* left Singapore on the 4th instant, and may be expected here on the 11th.

The 'Glen' line steamer *Glenfrida*, from London and Straits, left Singapore on the 5th instant, and may be expected here on the 12th.

CHINA COAST METEOROLOGICAL REGISTER.

STATION	6th April, 1894.—At 4 p.m.	Wind.	Temp.	Humidity.	Pressure.	State of Sky.
Wanchow	24.00	SE	78	85	30.00	Cloudy
Tientsin	24.00	SE	78	85	30.00	Cloudy
Shanghai	24.00	SE	78	85	30.00	Cloudy
Amoy	24.00	SE	78	85	30.00	Cloudy
Swatow	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy

STATION	7th April, 1894.—At 10 a.m.	Wind.	Temp.	Humidity.	Pressure.	State of Sky.
Wanchow	24.00	SE	78	85	30.00	Cloudy
Tientsin	24.00	SE	78	85	30.00	Cloudy
Shanghai	24.00	SE	78	85	30.00	Cloudy
Amoy	24.00	SE	78	85	30.00	Cloudy
Swatow	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy
Keelung	24.00	SE	78	85	30.00	Cloudy

HONGKONG REGISTER.

Barometer	Thermometer	Wind	State of Sky
29.75	78	SE	Cloudy
29.75	78	SE	Cloudy
29.75	78	SE	Cloudy
29.75	78	SE	Cloudy

Highest open air temperature on the 6th, 78° F.
 Lowest open air temperature on the 6th, 68° F.
 F. O. Fico, First Assistant.
 Hongkong Observatory, 7th April, 1894.

HONGKONG TEMPERATURE.

From Messrs. Geo. Fenwick & Co.'s Register.	To-day.
Barometer—p.m.	29.75
Thermometer—p.m.	78
Thermometer—p.m. (Wet bulb)	78
Thermometer—p.m. (Wind)	78
Thermometer—p.m. (Wind)	78
Thermometer—p.m. (Wind)	78
Thermometer—p.m. (Wind)	78

Shipping.

ARRIVALS.
 FANNIE SKOLFIELD, American ship, 1,668 W. E. Sherman, 6th April—Singapore 18th February, Timber—Choo Sheng Hing.
 SIKH, British steamer, 1,736, J. Rowley, 6th April—Singapore 3rd April, Rice—Doddrell, Carilli & Co.
 TAKSANG, British steamer, 977, Freeman, 7th April—Wahoe 31st March, and Chikling and April, General—Jardine, Matheson & Co.
 KWONG-YEH, Chinese cruiser, 7th April—from Canton.
 JACOB DIEDERICHSEN, German steamer, 613, A. C. Hundewadt, 7th April—Canton 7th April, General—Carroll & Co.
 BINGO, Portuguese gunboat, 400, Captain C. Almeida, 7th April—Macao 7th April.

CLEARANCES AT THE HARBOUR OFFICE.
Avacha, British steamer, for Saigon.
Haitan, British steamer, for Swatow, &c.
Hanoi, French steamer, for Hanoi, &c.
Canton, British steamer, for Swatow, &c.
Formosa, British steamer, for Swatow, &c.
Albat, British bark, for Mantong.
Delima, German steamer, for Saigon.
Rithlopa, British steamer, for Saigon.
Nanshan, British steamer, for Swatow.

DEPARTURES.
 April 7, *Glass*, British steamer, for Kobe.
 April 7, *Norwich*, British steamer, for Swatow.
 April 7, *Chow*, British steamer, for Singapore, &c.
 April 7, *Zava*, British steamer, for Singapore, &c.
 April 7, *Formosa*, British steamer, for Swatow, &c.
 April 7, *Jacob Diederichsen*, German steamer, for Saigon.

April 7, *Gwalior*, British steamer, for Nagasaki.
 April 7, *Canton*, British steamer, for Swatow, &c.
 April 7, *Ningbo*, German steamer, for Shanghai.

PASSENGERS ARRIVED.
 Per *Sikh*, from Saigon—Mr. D. Mackintosh.
 Per *Fannie Skolfield*, from Singapore—Mrs. Sherman, family and maid.
 Per *Takiang*, from Wahu, &c.—Mr. Buchanan.

REPORTS.
 The British steamer *Sikh* reports that she left Saigon on the 3rd instant, and had light variable winds and calm throughout.

The American ship *Fannie Skolfield* reports that she left Singapore on the 18th February. From Singapore to North Danger, moderate north-east monsoon, with one exception of 4 days of strong winds and sea; thence to Cape Bolinas had light northerly winds; thence to port had variable winds and calm. On the 7th ultimo passed the bark *Mary L. Stone*, from Manila to United States, 5 days out, in lat. 10 north and long. 109 east.

Post Office.

A MAIL WILL CLOSE—
 For Hanoi and Haiphong—Per *Hanoi* tomorrow, the 8th instant, at 9 a.m.
 For Canton—Per *Pusan* tomorrow, the 8th instant, at 9 a.m.

For Swatow, Amoy & Foochow—Per *Haitan* on Monday, the 9th instant, at 11.30 a.m.
 For Saigon—Per *Haitan* on Monday, the 9th instant, at 3.30 p.m.
 For Amoy and Manila—Per *Emeralda* on Monday, the 9th instant, at 4.30 p.m.
 For Hanoi and Peking—Per *Freja* on Monday, the 9th instant, at 5 p.m.
 For Kobe, Yokohama, Victoria, and Tacoma—Per *Victoria* on Tuesday, the 10th instant, at 11.30 a.m.

SHIPPING IN HONGKONG.

STEAMERS.

AGNES, French steamer, 290—Geo. R. Stevens.
 AVONCHIE, British steamer, 1,150, T. Rowley, 4th April—Saigon 29th March, Rice—Melchers & Co.
 BENMOH, British steamer, 1,035, J. H. Clark, 4th April—Saigon 30th March, Rice and Paddy—Gibb, Livingston & Co.
 BORNEO, Dutch steamer, 1,496, J. S. Theunissen, 3rd April—Samarang 24th March, Sugar—Tong Kee.

CHINGTO, British steamer, 1,045, R. Inner, 6th April—Sydney 13th March, General—Butterfield & Swire.
 CITY OF RIO DE JANEIRO, American steamer, J. F. Smith, 1st April—San Francisco 8th March, and Yokohama 27th, Mails and General—P. M. S. S. Co.
 DECIMA, German steamer, 965, C. Christensen, 4th April—Sourabaya 21st March, and Pasacellan 24th, Sugar—Siemssen & Co.
 DEUTEROS, German steamer, 1,188, W. A. Dinse, 6th April—Canton 6th April, General—Siemssen & Co.

DEVAVONGSE, British str., 1,057, R. Unsworth, 4th April—Bangkok 27th March, General—Yuen Fat Hong.
 EMPRESS OF CHINA, British steamer, 3,202, R. Archibald, R.N.R., 27th March—Vancouver 5th March, Yokohama 19th, Kobe 21st, Nagasaki 22nd, and Shanghai 24th, General—C. P. R. Co.
 EMERALDA, British steamer, 966, G. A. Taylor, 5th April—Manila 2nd April, General—Shewan & Co.

ETHIOPE, British steamer, 1,905, F. Wankel, 3rd April—Saigon 29th March, Rice—Nam Mol.
 FAME, British steamer, 1,117—Hongkong Government tender.
 FREJA, Danish steamer, 397, C. L. Strand 6th April—Peking 3rd April, and Hanoi 5th, General—Arnold, Karberg & Co.

HAITAN, British steamer, 1,182, F. D. Goddard, 6th April—Foochow 3rd April, Amoy 4th, Swatow 5th, General—D. Laprak & Co.
 HANOI, French steamer, 739, T. V. Chodzko, 5th April—Haiphong 3rd April, General—A. R. Marty.
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 5th April—Saigon 31st March, Rice—Wiel & Co.

LOO SOE, British steamer, 1,202, J. B. Jackson, 31st March—Bangkok 23rd March, and Kohal-chang 24th, General—Yuen Fat Hong.
 MOMOUTHSHIRE, British steamer, 1,873, Gedy, 4th April—Bangkok 28th March, Rice—Doddrell, Carilli & Co.
 NUNBERG, German steamer, 3,507, H. Walter, 2nd April—Yokohama 25th March, Higo 28th, and Nagasaki 29th, Mails and General—Melchers & Co.

PRAVA, 130, Captain MacLennan—Hongkong Government tender.
 PROTEA, German steamer, 1,150, H. Johansen, 3rd April—Saigon 30th March, Rice and Paddy—Wiel & Co.
 SORACHI MARU, Japanese steamer, 1,100, T. Hayashi, 31st March—Mooran (Hokkaido), 17th March, Coal—Order.

THIBET, British steamer, 1,665, R. A. Peters, 4th April—Bombay 17th March, and Singapore 28th, General—P. & O. S. N. Co.
 VICTORIA, British steamer, 1,925, Victor Perkes, 29th March—Tacoma (Wash), 28th Feb., General—Doddrell, Carilli & Co.
 WINGANG, British steamer, 1,117, A. de St. Croix, 3rd April—Calcutta 11th March, and Singapore 27th, Opium and General—Jardine, Matheson & Co.

SAILING VESSELS.
 ARNER COBURN, American ship, 1,978, J. P. Butman, 13th March—New York 20th October, Kerosene Oil—Reuter, Brockman & Co.

ALTAR, British bark, 399, Matthews, 22nd Jan., Sandakan 11th Nov., Wood—Wiel & Co.
 ANDRETA, British ship, 1,610, A. Jackson, 20th Feb.—New York 10th August, Kerosene Oil—Jardine, Matheson & Co.
 BASUTO, German bark, 345, H. Eggers, 14th Oct.—Amoy 4th Oct., Sugar—Wiel & Co.
 COLOMA, American bark, 895, Cyrus M. Noyes, 26th Jan.—Portland, and Honolulu 18th Nov., Lumber—Tuck Lee.

COUNTRY OF CARDIGAW, British ship, 1,229, Griffiths, 25th Feb.—Cardiff 24th October, Coal—Order.
 FERDINAND, Norwegian bark, 347, E. Petersen, 22nd Jan.—Gronstad 22nd Dec., Rattans and Blackwood—Moh Wong.
 GOMUR, Spanish schooner, 70, E. A. Blow, 26th Jan.—Yap 12th January—Maser.
 MARTHA DAVIS, American bark, 823, A. L. Soule, 6th March—Honolulu 4th February, Ballast—Shewan & Co.

OTAGO, British bark, 245, C. B. Dashborough, 23rd Jan.—Albany, W.A., 26th Nov., Sandalwood—Shewan & Co.
 SEMANTHA, British steamer, 2,211, D. P. Chinn, 2nd April—New York 22nd Nov., Kerosene Oil—Order.
 VELOCITY, British bark, 491, R. Martin, 27th March—Honolulu 21st Feb., Copper and Iron—Chinese.
 WM. LEACHMAN, British bark, 575, T. Powell, 15th Jan.—Kalgas 22nd Dec., Timber—Gibb, Livingston & Co.

Intimations.
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Canada Pacific Railway Company's ROYAL MAIL STEAMSHIP LINE.
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SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 11th April.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd May.
 EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 23rd May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANGUOVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 Hongkong, 24th March, 1894.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 12th April, at Daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 3rd May, at 1 p.m.
 China (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 15th May, at 1 p.m.

THE U. S. Mail Steamship
 "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on THURSDAY, the 12th April, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 24th March, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	.....	Tuesday	.....	April 10th.
Tacoma	.....	Tuesday	.....	May 8th.
Sikh	.....	Tuesday	.....	May 29th.
Victoria	.....	Tuesday	.....	June 19th.
Tacoma	.....	Tuesday	.....	July 20th.

THE Steamship

"VICTORIA,"
 Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 10th April, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and must copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
 DODWELL, CARLILL & Co.,
 Agents,
 Hongkong, 31st March, 1894.

Intimations.